DRAFT NORKIRK NEIGHBORHOOD PLAN: STRIKEOUTS/UNDERLINES

1. NORKIRK OVERVIEW

The Norkirk Neighborhood lies between the Cross Kirkland Corridor on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure N-~~1~~3).

Most of the area is developed, and the land use pattern is well established. The neighborhood is predominately residential in character, and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center and the Kirkland ~~Junior High~~ Middle School. The core of the neighborhood consists of low density residential development, while medium and high density residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily residential development adjoins Market Street on Norkirk's western boundary. Light industrial uses are located in the southeastern portion of the neighborhood.

The last update to the Norkirk Neighborhood Plan occurred in 2007, adopted by Ordinance 4078, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

2. VISION STATEMENT

The Norkirk Neighborhood ~~in 2022~~ is a stable and tranquil community of neighbors who represent a range of ages, households, incomes, and backgrounds. Norkirk residents highly value the distinct identity of their own neighborhood as well as its proximity to downtown Kirkland.

Norkirk residents are good neighbors because we know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize our beautiful surroundings. We benefit from open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents care for those places.

The neighborhood has a unique civic presence and identity. Many City services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland ~~Junior High~~ Middle School, situated next door to Crestwoods Park, serves the entire city.

Norkirk is also home to Peter Kirk Elementary School, which draws its enrollment from not only the Norkirk Neighborhood but also from the Market and Highlands Neighborhoods.

~~In 2022, t~~The Norkirk Neighborhood is comprised mainly of single-family homes. Houses come in a variety of styles and sizes and, between houses, there is light and vegetation. The neighborhood feels uncrowded. Residents cherish many homes dating from early in the 20th century. Low density residential areas successfully integrate alternative housing styles throughout the neighborhood, which provides choices for a diverse community.

Annual Norkirk Neighborhood Picnic, 2005

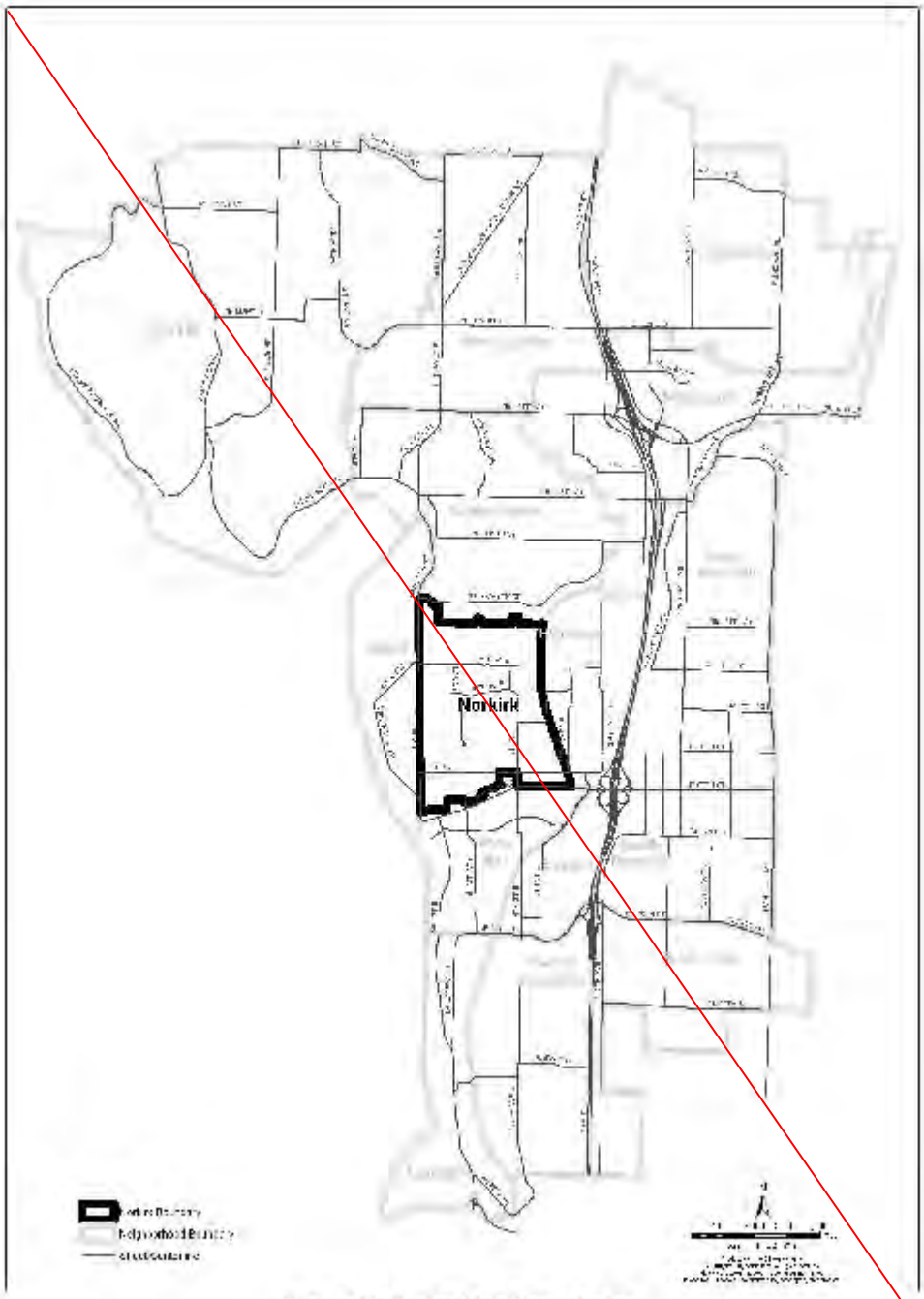


Figure N-1: Norkirk Boundaries

Kirkland ~~Junior High~~ Middle School

Higher density multifamily development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between the single-family core and the more intensive commercial and residential development in downtown Kirkland. Additional multifamily development and commercial activities are located along the Market Street Corridor. Here the alley and topographic break separate the single-family area from the Market Street Corridor, minimizing conflicts between adjacent land uses and ensuring neighborhood integrity. These commercial areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street Corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods, helping to create seamless transitions to protect and enhance the residential core.

~~In 2022, i~~Industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the railroad tracks, this area provides a central City location for technology, services, offices use, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk ~~in 2022~~ is an outstanding neighborhood in which to live.

3. Historic Context

Introduction

The Norkirk Neighborhood is one of the most historic in the City of Kirkland. Norkirk has had a significant role in the development of the City starting in the late 1880's when a majority of land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the civic center of Kirkland in the 1900's. The churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School was purchased by the City of Kirkland in 1977; it was vacated in 1978 and damaged by fire in 1980. The City of Kirkland reinforced Norkirk's importance as the civic center of the City by building the new City Hall on the Central School site in 1982.

Photo of Congregational and Baptist Churches and Central School 1905
Arline Andre collection, Kirkland Heritage Society

Homesteads in the 1880's

The land homesteaded in the 1880's by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city, which would support the construction of the steel mill on Rose Hill near Forbes Lake. In 1890, the original plat was done with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly with its wide right-of-way was the connecting road to the mill on Rose Hill.

In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 – Burke and Farrar

The most significant era of development in Norkirk was from 1910 through the 1930's after Burke and Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate for the neighborhood logo to reflect that time period and architectural style.

Representative photographs of Bungalows
Inventory Reports from Kirkland Heritage Society

Railroad

The Northern Pacific Railroad line that ~~forms~~ formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

Change of Street Names

In the late 1920's the street names defined in the original Kirk Plat were changed to the present numbering system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.

Naming of the Neighborhood

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955. The 6/23/55 East Side Journal newspaper had the following story:

The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond, was chosen by school board members as the name of the new elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the Citywide inventory. Twenty percent of the highest priority structures are located in Norkirk. The Kirkland Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National and State Registers of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community Landmarks. See the Community Character Element of the Comprehensive Plan for further historic resources information.

Woman's Club and Peter Kirk Building – Recognized by City of Kirkland Inventory and Centennial Collections, Kirkland Heritage Society.

Goal N-1: Encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N-1.1:

Provide markers and interpretive information at historic sites.

~~Providing this i~~Information ~~will~~ identifying these important sites ~~and~~ enable future residents to have a link with the history of the area.

Policy N-1.2:

Provide incentives to encourage retention of identified buildings of historic significance.

~~Allow f~~Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. ~~This~~ The Historic Preservation subdivision incentive ~~will~~ allows lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on-site.

Minimum lot size in this situation would be 5,000 square feet in an RS 6.3 or 7.2 zone. This incentive would allow up to two smaller lots, including the one containing the historic building, if the recognized integrity of the historic building were preserved. If additional lots were created by the subdivision, they would have to meet the lot size requirements for the zone.

A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow nonindustrial uses such as live work lofts may be appropriate in order to preserve this building.

4. NATURAL ENVIRONMENT

Goal N-2: Protect and enhance the natural environment in the Norkirk Neighborhood.

Policy N-2.1:

Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-~~2~~1). ~~Various Moss Bay and Forbes Creek tributaries and several small wetlands constitute a valuable natural drainage system that flows into Lake Washington and provides the surface water, water quality, wildlife and fish habitat, and open space functions for the neighborhood.~~

In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Master Plan guides the City's efforts on water quality measrues and projects.

The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Policy N-2.2:

Evaluate and consider opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In

this tributary, removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating. Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. ~~The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.~~

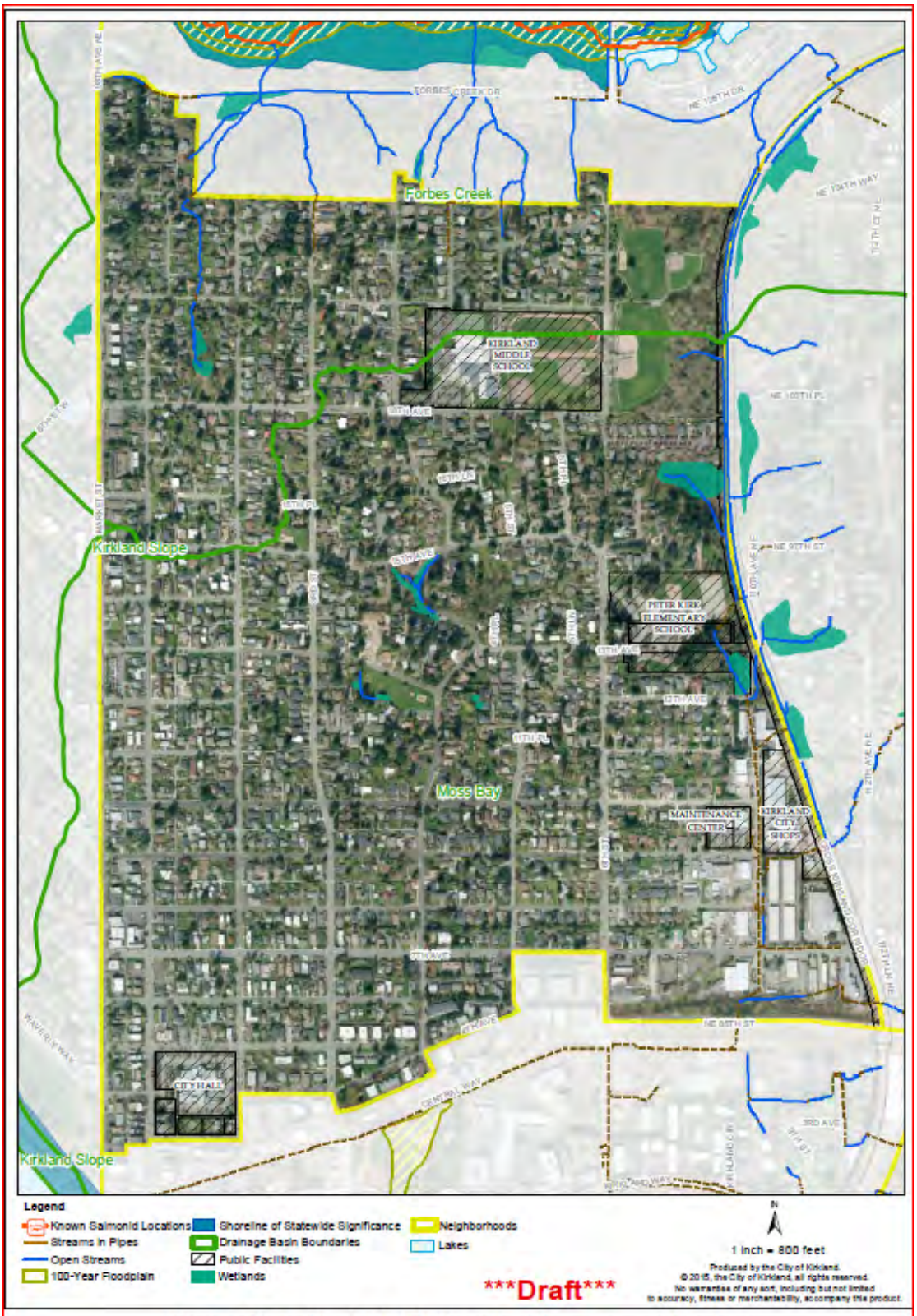


Figure N-1: Norkirk Wetlands, Streams, and Lakes

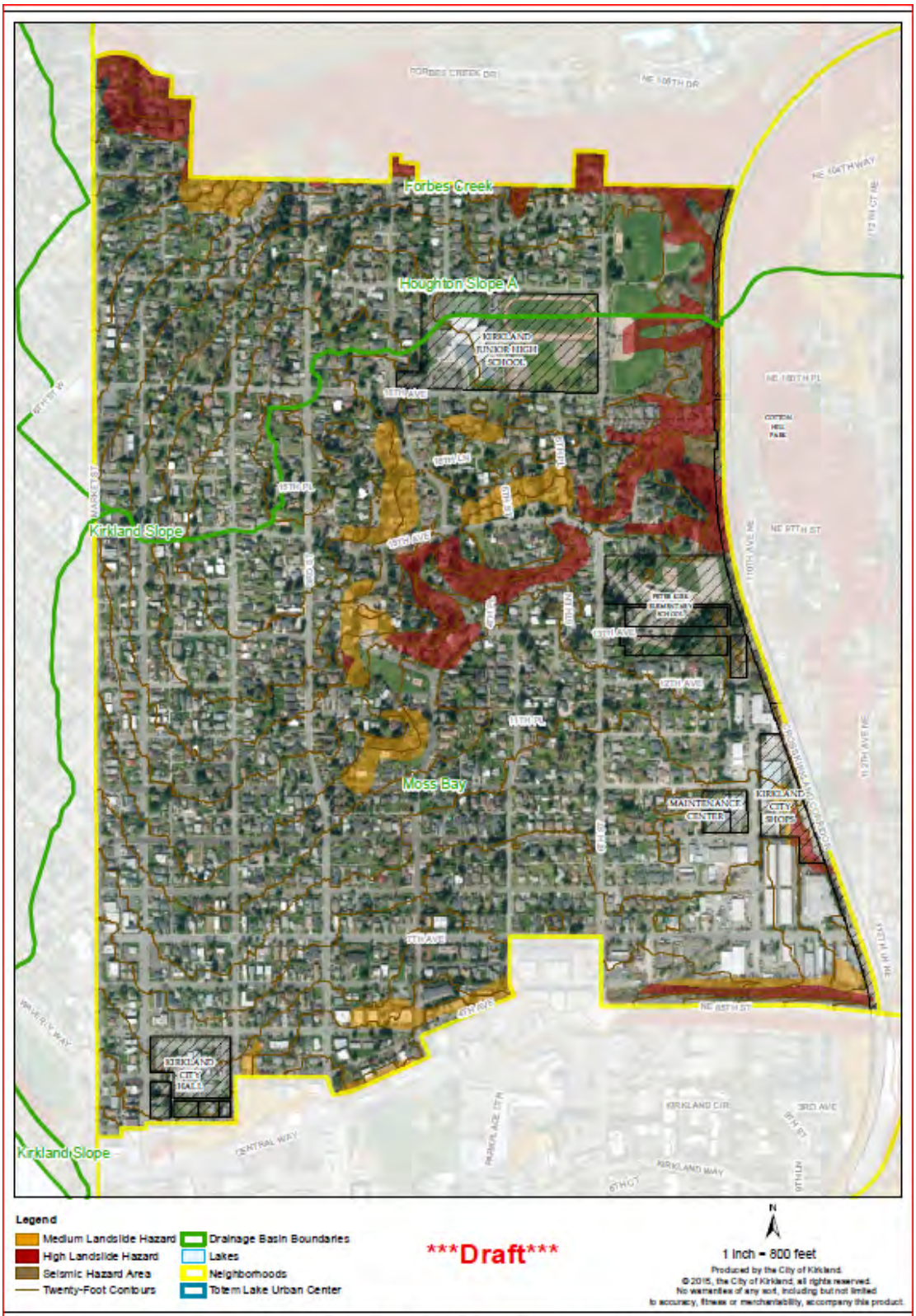


Figure N-2: Norkirk Geologically Hazardous Areas

Policy N-2.~~2~~3:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N-2.~~3~~4:

Maintain a healthy urban forest by ~~P~~protecting, enhanceing and properly manageing the ~~urban forest by striving to retain and enhance the~~ tree canopy that includes ~~including street~~ public trees on public property, and ~~landmark and specimen trees~~ high retention value trees, groves of trees and associated vegetation on private property.

In the Norkirk Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. Where there are feasible and prudent alternatives to development of a site in which these trees can be preserved, the trees should be retained and protected.

Proper ~~M~~maintenance ~~and removal of significant trees on developed private property will have a great impact to~~ has a positive effect on the overall urban forests, which includes~~. Proper pruning and reasonable reasons for removal of mature trees are strongly advised by the City, and~~ appropriate tree replacements~~ expected wherever possible~~ when tree removals occur. The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Trees at Crestwood Park

Policy N-2.~~4~~5:

On properties containing high or moderate landslide or erosion hazard areas, ensure that development is designed to avoid damage to life and property.

The Norkirk Neighborhood contains areas with steep slopes including moderate and high landslide and/or erosion hazards. Moderate and high landslide hazard areas with development potential are primarily found north of Peter Kirk Elementary School near the railroad tracks (see Figure N-~~3~~2). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Clustering detached dwellings away from these hazard areas is encouraged when development occurs, in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation beyond the extent normally required would be a public benefit.

Policy N-2.~~5~~6:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas:

Those portions of 16th Avenue (east of 7th Street), that are found to have sensitive areas, should not be improved. A portion of unopened right-of-way is within a wetland area, and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in moderate and high landslide hazard areas should be analyzed to determine if street improvements can be safely made without significant impacts on the adjacent geologically hazardous areas or adjacent sensitive areas.

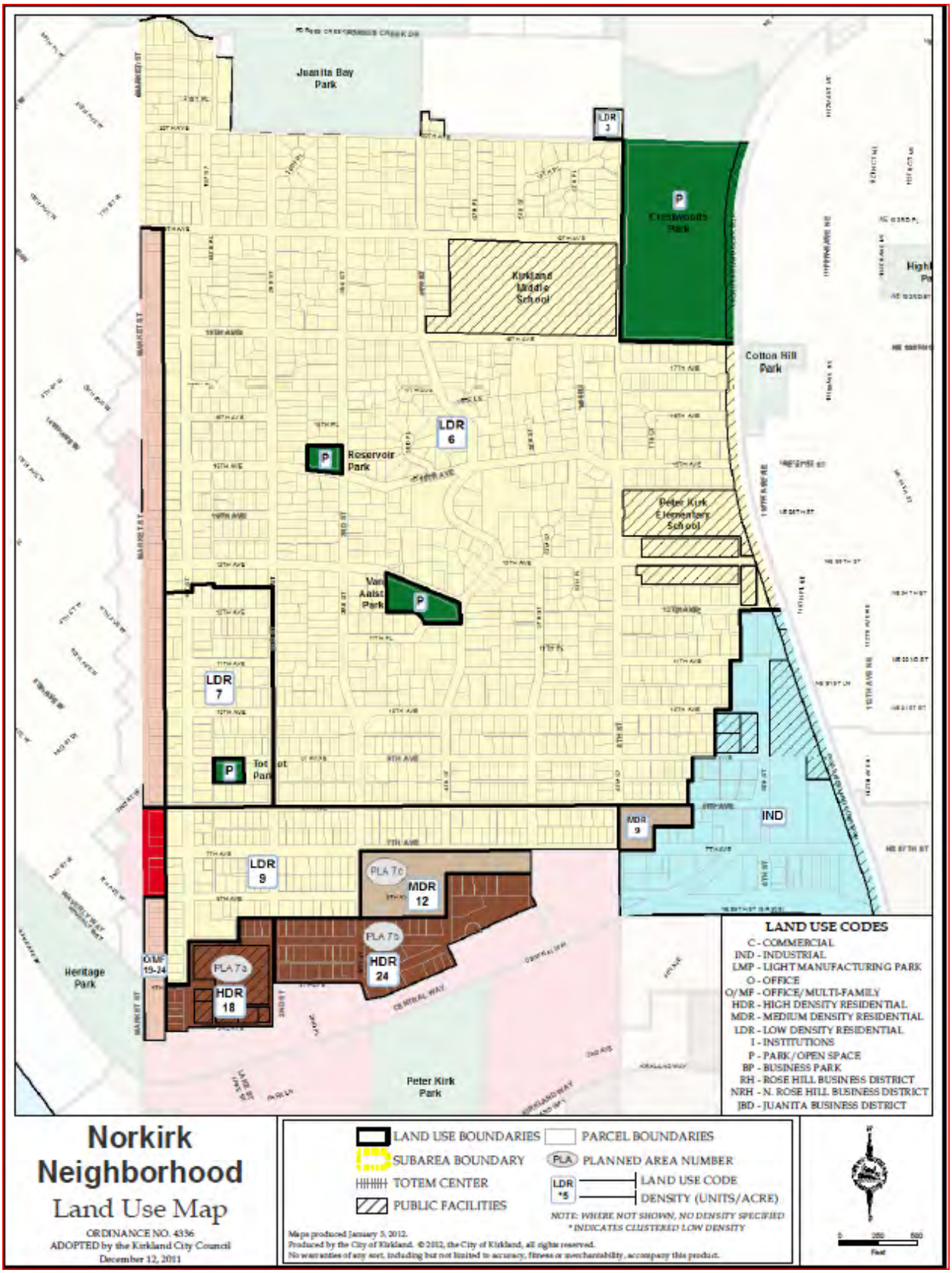
Policy N-2.~~6~~7:

Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into the dominant single-family residential land use pattern. Churches and schools are dispersed throughout the low density residential core, while other public institutional uses such as Kirkland City Hall is located in Planned Area 7 and the City Maintenance Center is located in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood adjacent to the Central Business District.. Retail, commercial, office, multifamily and mixed uses are focused in the Market Street Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk. For more information about the Market Street Corridor see the Market Street Corridor Plan.


Juanita Bay Park
Crestwoods Park
Kirkland Middle School
Cotton Hill Park
Reservoir Park
Peter Kirk Elementary School
Van Aalst Park
Tot Lot Park
Heritage Park
Peter Kirk Park
LDR 3
LDR 6
LDR 7
LDR 9
MDR 9
MDR 12
HDR 24
HDR 18
PLA 7c
PLA 7b
PLA 7a
O/MF 15-24
IND
LAND USE CODES
C - COMMERCIAL
IND - INDUSTRIAL
LMP - LIGHT MANUFACTURING PARK
O - OFFICE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTIONS
P - PARK/OPEN SPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT
Norkirk Neighborhood
Land Use Map
ORDINANCE NO. 4336
ADOPTED by the Kirkland City Council
December 12, 2011
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLA PLANNED AREA NUMBER
TOTEM CENTER
LDR *5 LAND USE CODE
DENSITY (UNITS/ACRE)
PUBLIC FACILITIES
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY
Maps produced January 5, 2012.
Produced by the City of Kirkland. © 2012, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.
Feet

RESIDENTIAL

Goal N-3: Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

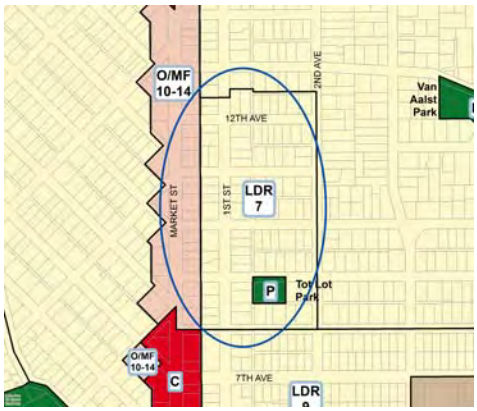
Policy N-3.1:

Retain the predominantly detached single-family housing style in the core of the Norkirk Neighborhood.

Norkirk is a well-established neighborhood that has predominately low density (six dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high density multifamily development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's distinct character.

Policy N-3.2:

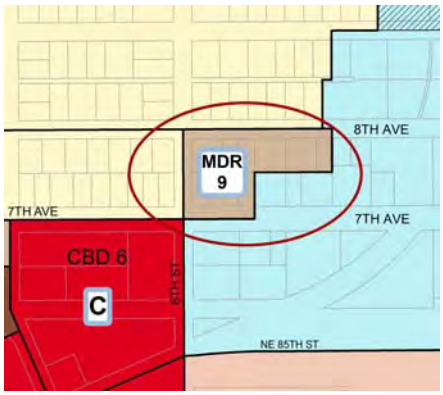
Allow lot sizes that match the existing lot size and development pattern ~~(see Figure N-4)~~.



A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south by 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet. Seven dwelling units per acre, which is comparable to the Single-Family Residential 6.3 zoning classification (6,300 square feet minimum lot size), are in context with the predominant platting pattern here. Similarly sized lots should be allowed in proximity to these smaller lots to be consistent with the lot pattern and to provide more housing capacity and home ownership opportunities.

Policy N-3.3:

Allow attached or detached residential development at nine dwelling units per acre as a transition from the industrial area to 6th Street, between 7th and 8th Avenues ~~(see Figure N-4)~~.



There is an existing pattern of detached houses in this area. Continuing to allow the option for attached housing provides a choice of housing styles.

Goal N-4: ~~Allow~~ Encourage ~~alternative~~ innovative residential development options that are compatible with surrounding development.

Policy N-4.1:

~~Allow~~ Encourage a variety of development styles that provide housing choice in low density areas as allowed by Citywide regulations.

Providing housing options for a wide spectrum of households is an important value to support and encourage. ~~Alternative~~ Innovative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Innovative development styles or techniques also enable increased protection of hazardous or sensitive areas. They can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of the site while preserving natural drainage, vegetation, and other natural features.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Innovative housing techniques and ~~Styles~~ styles such as ~~cottage, compact~~ small lot single-family, historic preservation and low impact development subdivisions, cottage and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. They also may help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with citywide zoning, development, and subdivision regulations.

Policy N-4.2:

Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

The Small Lot Single Family subdivision incentive enables ~~U~~up to 50 percent of the lots to be subdivided ~~should be allowed~~ to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 and RS 6.3 zones. The size of the homes on one or both lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply.

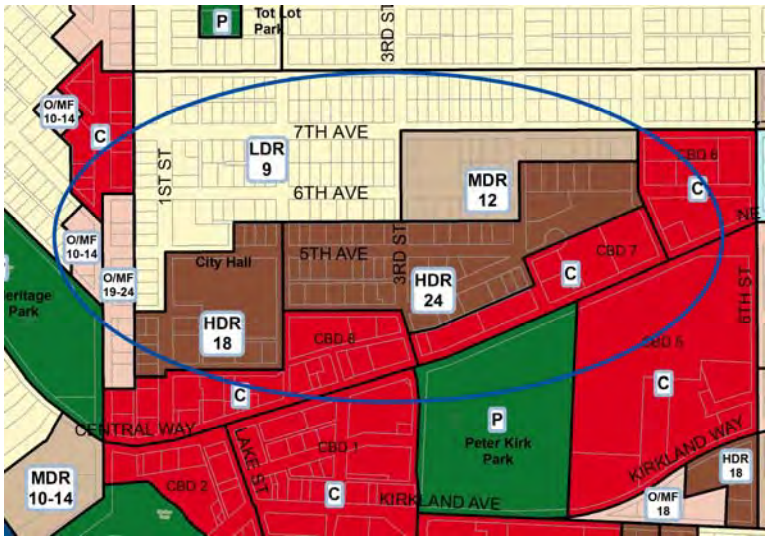
PLANNED AREA 7

Goal N-5: Maintain effective transitional uses between the downtown and the low density residential core of the neighborhood.

Policy N-5.1:

Allow a range of residential densities in Planned Area 7.

Planned Area 7 (PLA 7) is a transition zone, between the low density residential core of the neighborhood and the downtown. A slope separates this area from commercial development in the downtown. Multifamily and single-family dwellings, as well as institutional uses such as Kirkland City Hall, are appropriate here. Three subareas within PLA 7 allow ~~varying densities consistent with~~ a hierarchy of increasing densities approaching the Central Business District (CBD). Medium density is allowed south of 7th Avenue in PLA 7C, while higher densities are allowed in PLA 7A, located between the Market Street commercial corridor and 2nd Street, and PLA 7B, located south of PLA 7C, between 2nd Street and the CBD. Future development throughout PLA 7 should be compatible with the scale of structures in adjacent single-family zones.



PLA 7A – High density residential development up to 18 dwelling units per acre is allowed. Much of this area is owned or developed with Kirkland City facilities, including City Hall, and to a lesser extent, it is developed with medium and high density residential uses.

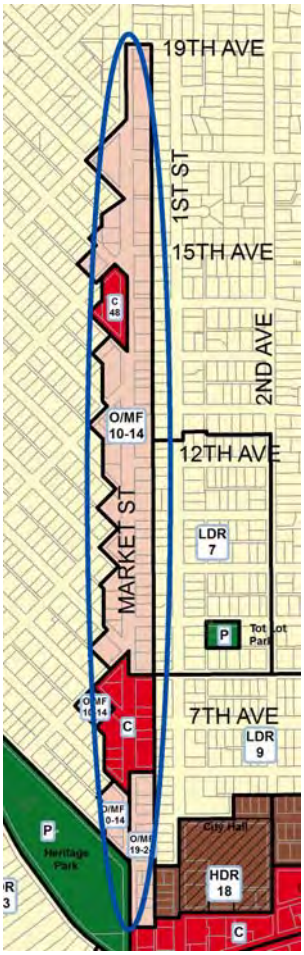
PLA 7B – High density residential development up to 24 dwelling units per acre is allowed. Most of this area is developed with high and medium density residential uses. Office use is also appropriate for the lot located at the southwest corner of 4th Street and 4th Avenue.

PLA 7C – Medium density development up to 12 dwelling units per acre is allowed. Much of this area is developed with medium and some high density residential uses, making future low density residential

development less appropriate. ~~At the same time~~ Here, high density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.

Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue

Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue



COMMERCIAL

Goal N-6: Focus commercial development in established commercial areas.

Policy N-6.1:

Locate new commercial development in the Market Street Corridor at the west boundary of the Norkirk Neighborhood.

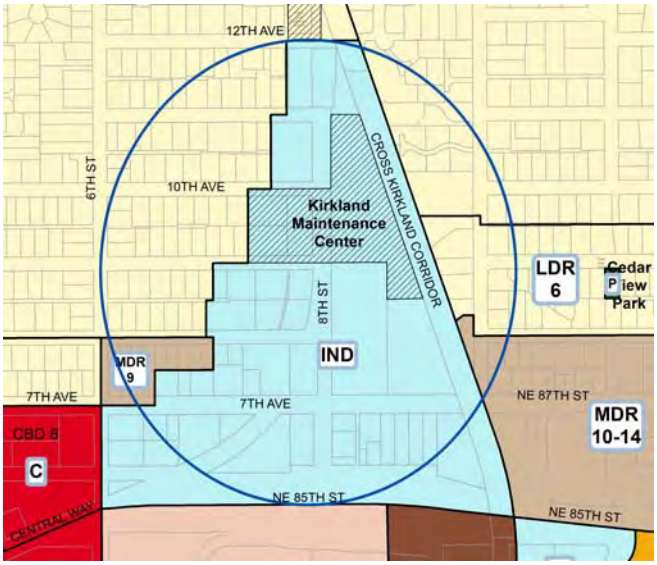
Commercial development should remain in established commercial areas within the Market Street Corridor and not extend into the residential core of the neighborhood or north of 19th Avenue. A slope and alley parallel to Market Street provide a topographic and manmade ~~break~~ transition between the Market Street Corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic ~~break~~ transition between commercial development in the downtown and residential development in Planned Area 7. Commercial development is prohibited in low, medium, or high density residential areas ~~(see Figure N-4)~~.

Policy N-6.2:Coordinate planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is located in the middle of Market Street. The Market Street Corridor is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.

INDUSTRIAL

Goal N-7: Maintain the light industrial area to serve the needs of the community.



Policy N-7.1:

Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area.

- In the remainder of the area, limited light industrial, warehousing, city services, service commercial uses such as auto or furniture repair, and small offices are appropriate.

Policy N-7.2:

Encourage businesses that promote environmentally sustainable technologies.

Sustainable green technology provides benefits to Kirkland's economy and the neighborhood. The rapidly expanding new energy/clean technology industry sector promotes environmental stewardship and a vibrant economy.

Goal N-8: Ensure that adverse impacts associated with industrial uses are minimized.

Policy N-8.1:

Regulate industrial uses to ensure that impacts which may disrupt the residential character of the surrounding area are controlled.

Techniques to minimize noise, glare, light, dust, fumes and other adverse conditions, found in the polices in the Community Character Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N-8.2:

Industrial traffic should be controlled in order to protect the character, safety, and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the ~~railroad tracks~~Cross Kirkland Corridor, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the ~~railroad tracks~~Cross Kirkland Corridor and NE 85th Street in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. Additionally, 11th Avenue should remain closed to industrial access.

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial; Market Street, located at the western boundary. Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid that contributes to the unique character of the neighborhood. There are no minor arterials in Norkirk. Streets classifications are described ~~below~~ in the Transportation Element and shown on Figure N-~~5~~4.

~~Market Street is a principal arterial that is the most traveled route into and through the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left-turn pockets south of the mid-block between 20th and 19th Avenues. The street is fully developed with curbs, gutters, sidewalks, landscape strips and bike lanes. A landscape median provides additional green space while controlling left-turn movements. A center turn lane north of 20th Avenue extends to Forbes Creek Drive.~~

~~Collectors: Numerous streets within the grid network of Norkirk serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. The specific streets that serve this function are listed below and shown on Figure N-5.~~

- ~~18th Avenue east of Market Street is a collector street up to 5th Place. It provides access to the northern portion of the neighborhood.~~
- ~~15th Avenue east of Market Street is a collector street to 6th Street.~~
- ~~12th Avenue east of 6th Street is a collector street that connects to the Highlands Neighborhood where it crosses the railroad tracks.~~
- ~~7th Avenue east of Market Street is the only collector street that runs the entire width of the Norkirk Neighborhood from east to west. It connects to the Highlands Neighborhood where it crosses the railroad tracks.~~
- ~~3rd Street between Central Way and 18th Avenue is a collector that provides access into Norkirk north from downtown.~~
- ~~5th Place is a collector street between 15th Avenue and 18th Avenue.~~
- ~~6th Street between Central Way and 15th Avenue/5th Place is a collector street that provides access into Norkirk north from downtown.~~

~~Local Access: All of the streets not discussed above are classified as local access streets. These streets provide access to adjacent residences and connect to collectors. Full improvements on these streets typically include one traffic lane in each direction, two parking lanes, curbs, gutters, sidewalks, and landscape strips.~~

~~Alleys: Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid.~~

Goal N-9: Maintain and enhance the street network.

Policy N-9.1:

Maintain the street and alley grid in the Norkirk Neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

Goal N-10: Minimize cut-through traffic and speeding.

Policy N-10.1:

Reduce cut-through traffic and speeding.

Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut-through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.

Policy N-10.2:

Identify preferred routes through the neighborhood to and from City facilities.

The various city administration~~, public safety,~~ and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of residents.

Figure N-4: Norkirk Street Classifications

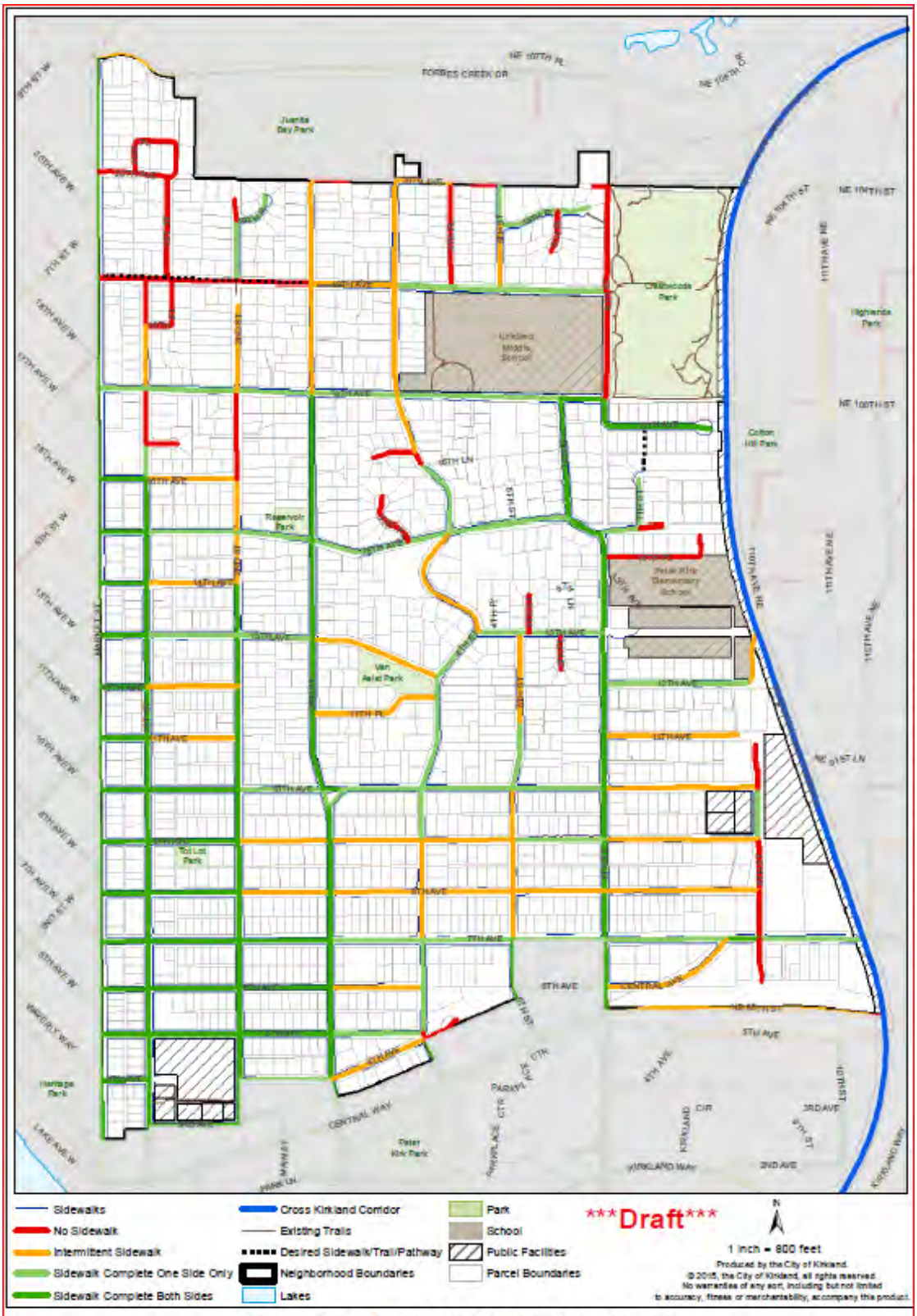


Figure N-5: Norkirk Pedestrian System

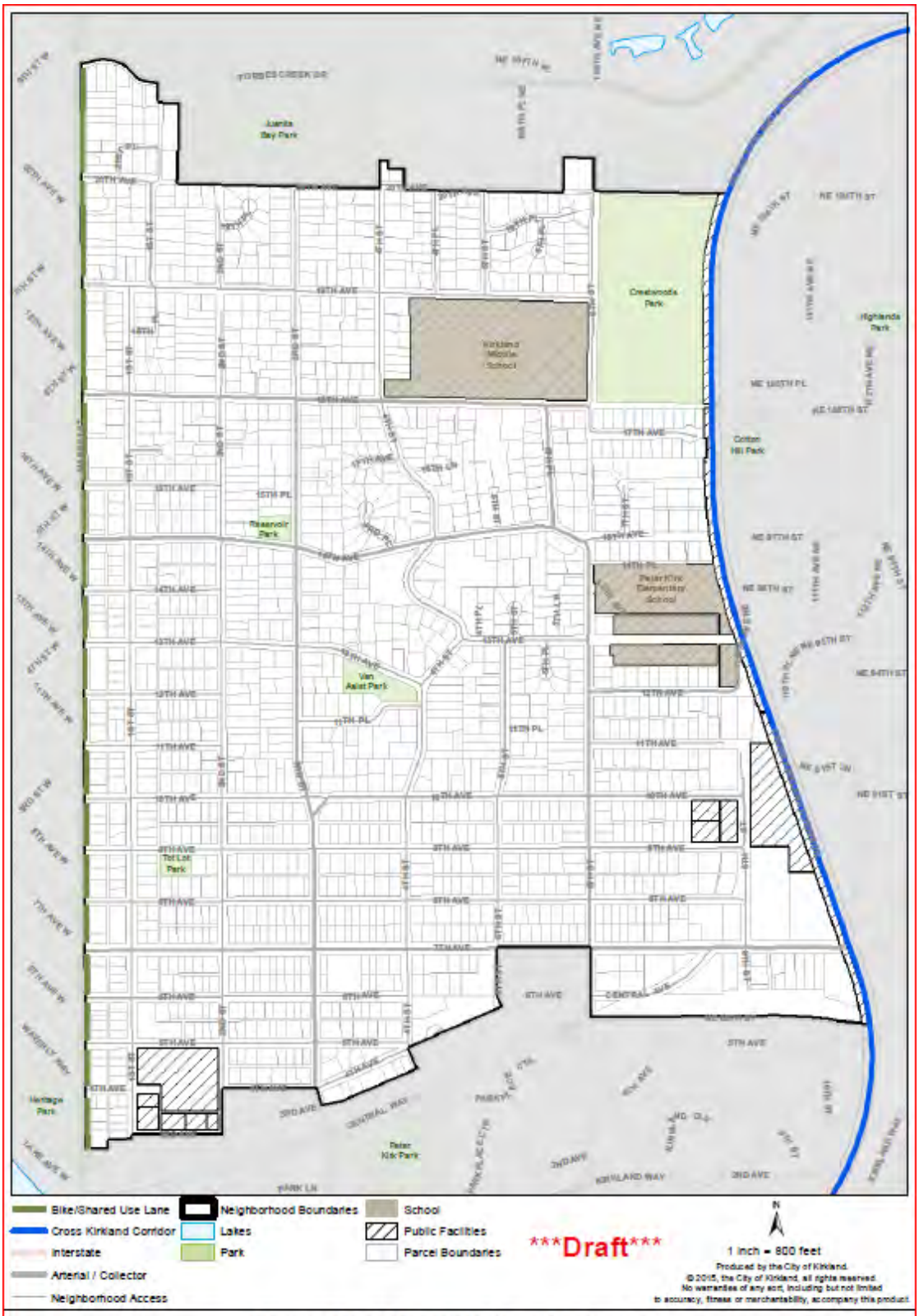


Figure N-6: Norkirk Bicycle System

The preferred routes for visitors coming from outside the neighborhood to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via 1st Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. ~~Emergency vehicles responding or leaving City Hall or the Maintenance Center to respond to police, fire or medical emergencies take whatever route provides the most timely response.~~ The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

~~In 2006,~~ Metro transit ~~routes 234, 236, and 255~~ serves the Norkirk Neighborhood along Market Street and to a lesser extent through the neighborhood, connecting to Kirkland's Transit Center and other neighborhoods and jurisdictions. ~~Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street. Route 255, which also runs along Market Street, connects Norkirk to Kirkland's Transit Center, downtown Seattle, and the Brickyard Park and Ride lot. The 236 transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route connects to Woodinville.~~

The Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, was acquired by the city in 2012. In the near term it will be used as a recreational trail connecting to other neighborhoods and cities. ~~It may provide regional rail service to commuters in the future~~A key tenent of the Cross Kirkland Corridor Master Plan is a corridor that may one day include high capacity transit.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the ATP should be added. Figure~~s~~ N-~~6~~ 5 ~~and N-7~~ shows the ~~planned~~ desired ~~bike and~~ pedestrian system in the Norkirk Neighborhood. The Capital Improvement budget process prioritizes when routes will receive funding for improvements.

City street standards require that all through streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. ~~Those~~ Existing routes ~~identified for proposed bicycle improvements~~ are shown in Figure N-6.

Goal N-11: Encourage nonmotorized mobility by providing improvements for pedestrians and bicyclists throughout the Norkirk Neighborhood.

Policy N-11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on ~~routes to schools~~ designated school walk routes, at activity nodes and connecting to adjacent neighborhoods.

The following routes should be evaluated in ~~added to the Active Transportation Plan. T~~the Capital Improvement budget process which prioritizes when routes ~~identified in ATP~~ will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue between Market and 6th Street leads to Kirkland ~~Junior High~~Middle School and Crestwoods Park.
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Policy N-11.2:

Support development of the Cross Kirkland Corridor.

Develop ~~a shared use path for bicyclists and pedestrians along~~ the ~~railroad right-of-way~~ Cross Kirkland Corridor for transportation and recreation as described in the ~~Active Transportation Plan (ATP) and theComprehensive Park, Open Space and Recreation Plan~~Cross Kirkland Corridor Master Plan (CKC) and pursue opportunities for connections into the neighborhood consistent with the CKC Master Plan and the Park, Recreation and Open Space (PROS) Plan.. ~~Referred to as the Cross Kirkland Corridor, the proposed path along the railroad right-of-way is part of a larger trail network to link neighborhoods within Kirkland to other cities. This route has been identified within the ATP as a Priority 1 corridor.~~

7. Open Space/Parks

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, the City has a partnership with ~~Kirkland Junior High and Peter Kirk Elementary serve the neighborhood with~~ Lake Washington School District for joint use of recreational facilities at Kirkland Middle School and Peter Kirk Elementary School, which ~~through a City/school district partnership program that fosters mutual use and development of parks and recreation facilities~~ help meet the community's needs for recreation. ~~The use of school district facilities enables the City to provide a much higher level of service to the neighborhood than would otherwise be possible.~~ Parks are described below and mapped in the Parks, Recreation and Open Space Element.

PARKS

Crestwoods Park is a 27-acre community park, 20 acres of which are located in the Norkirk Neighborhood. The remainder is located in South Juanita.

Crestwood Park is located east of 6th Street, north of 18th Avenue. Improvements in this park include paved and unpaved trails, two adult softball fields, one regulation little league field, one soccer field, children's playground, public restrooms, picnic tables, basketball court, parking, wildlife habitat and natural areas.

Reservoir Park is a 0.6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

Tot Lot Park is a 0.6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.

Van Aalst Park is a 1.6 acre neighborhood park located in the middle of the Norkirk Neighborhood at 13th Avenue and 4th Street. It includes a children's playground, basketball court, sand volleyball pit and open space for informal recreation activity.

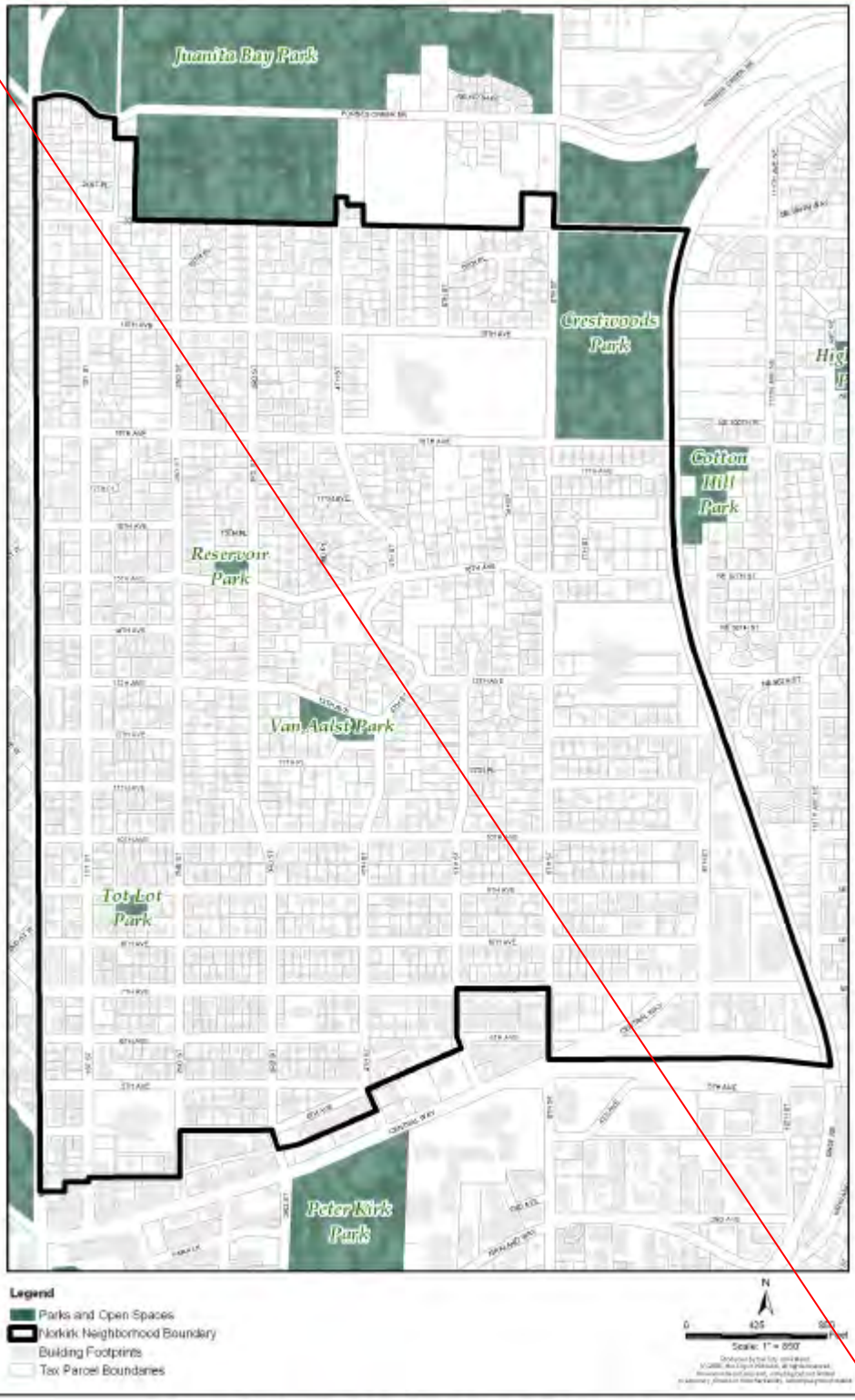


Figure N-8: Norkirk Parks and Open Spaces

PUBLIC SCHOOLS

Kirkland ~~Junior High~~Middle School is over 15 acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter-mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an 11-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Goal N-12: Improve existing parks, open space, and shared school facilities in the neighborhood.

Policy N-12.1:

Enhance parks within the Norkirk Neighborhood as needed.

A possible improvement to Peter Kirk Elementary School field would enhance neighborhood recreation opportunities. Improvements would likely include turf renovation as well as new irrigation and drainage systems.

The Park Recreation and Open Space Plan (PROS) has identified the need to make further improvements to the Van Aslst Park. See the PROS Plan for further details.

8. PUBLIC SERVICES/FACILITIES

The Norkirk Neighborhood is home to City Hall and the Maintenance Center. These public facilities are where citywide governmental services are administered. City Hall, in particular, attracts citizens from outside of the neighborhood to participate in the many functions and services of the municipality.

~~The City provides water and sewer and surface water service to its citizens. Gas, telephone, Internet and cable service are private utilities provided by private purveyors.~~

City of Kirkland Public Works Mantenance Center Extension

~~***Goal N-13: Assure water, sewer and surface water management facilities for the neighborhood.***~~

~~***Policy N-13.1:***~~

~~Provide potable water and sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and currently adopted storm water design requirements.~~

~~New development is required to install water and sewer service as a condition of development. It must also meet storm water requirements. Although most homes are on sanitary sewer service, a few remain on septic systems. When redevelopment or further subdivision occurs, or an addition or alteration is proposed that increases the use of an existing septic system, connection to the public sewer system is required by Title 15 of the Kirkland Municipal Code.~~

Goal N-14: Manage parking for public facilities in the neighborhood.

Policy N-14.1:

Provide adequate parking for civic buildings, either on-site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

Goal N-15: Provide transitions between the low density residential core and adjacent higher intensity uses.

Policy N-15.1:

Address transition impacts and protect nearby low density residential character with ~~Establish~~ site and building development regulations for the industrial area, Planned Area 7, and the Market Street Corridor~~ to address transitions and protect neighborhood character~~.

Landscape buffers ~~should be~~ are used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher density structures should be restricted to prevent overwhelming adjoining low density uses.

Goal N-16: Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy N-16.1:

Construct and improve gateway features at the locations identified in Figure N-~~9~~7.

An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-~~9~~7. The City should pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

Goal N-17: Preserve public view corridors within the neighborhood, especially those of Lake Washington, and the Olympic Mountains.

Policy N-17.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-~~9~~7).

The street system provides Kirkland neighborhoods with a number of local and regional views. View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of current and future residents. One means of doing this may be the undergrounding of utilities.

View of intersection at 9th Ave and 1st Street

Goal N-18: Encourage ~~residential~~ design that builds community.

Policy N-18.1:

Establish development standards that contribute to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.

Policy N-18.2:

~~Establish~~ Enhance neighborhood compatibility through multifamily and commercial building and site design standards in the Market Street Corridor ~~to enhance neighborhood compatibility~~.

Building and site design standards should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping (including that for parking lots), preservation of existing vegetation, and buffers between multifamily and commercial developments and single-family housing.

Policy N-18.3:

Encourage the appropriate scale for single-family development.

Appropriate scale results in the perception that new houses are in proportion with their lots. Setbacks, building mass, lot coverage, landscaping and building height all contribute to houses that successfully fit into the neighborhood.

Figure N-7: Norkirk Urban Design Features